MOTOR RACING

SEPT. 19-26 1958

Vol. 3—No. 24 Culver City, Calif. Price 15c CHEAP

(Published Bi-Weekly except last issue of calendar year)

On the Inside

Classified Ads 7
Council Rally Leaders 4
Dear Gus 5
Drivers' World Championship Standings ..... Back Cover
In the News 1
Letters to Editor 2
Manney's European Coverage 6
Pacific Coast Racing Summary & Marque Leaders ..... Back Cover
Personals 5
Rally 'Round 4
St. Germain Predicts 2
Slightly Modified 2
Touring Stewardesses Series 7
Vignettes 1-3

Added Features in MotoRacing

After you're through lamping pulchritudinous Esther Williams and the Ferrari (!) on this page, please turn to the back cover, where another treat awaits you.

It is not as eye-satisfying, but there you will find 2 great features: 1) The 1958 Pacific Coast Sports Car Racing Summary to date and the leading marques in under and over-1500cc modified classes, and 2) Current 1958 World Drivers' Championship Standings for Grand Prix (FI) racing.

Dick Markell

TWO BEAUTIES—The class of this Ferrari coupe is enhanced by beautiful Esther Williams, the film star. As she did last year, Miss Williams will award the trophies Sunday afternoon (Sept. 21) at the Loyola Palms concours d'elegance at Loyola University, Westchester. The concours, which starts at noon, is sponsored by the Ramo-Wooldridge SCC for Daniel Freeman Hospital in Inglewood. Judges include Keenan Wynn and MOTORACING's W. R. C. Shedenhelm.

MOTORACING

Vol. 3—No. 24—Culver City, Calif. 44 Sept. 19-26, 1958
(Published Bi-Weekly except last issue of Calendar Year) 15c CHEAP

Vignettes

★ Fitch on Pros
★ Cheers for Lance
★ Alan vs. Crowder

By Gus V. Vignolle

THE NO. 1 SUBJECT in sports car racing on the National scene is the turn to the pros. And it's a lively local topic in view of the Riverside USAC race for $12,500 (entry fee $100) Oct. 12.

One such race, although for much less money ($2750), has been held. That was at Lime Rock, Conn., Sept. 7 . . . so let's talk to **John Fitch** of Stamford, Conn., the well-known driver who is now handling that course.

John is also an excellent writer, and we first met him some years ago when he won a big race at March Field and we were covering the event for one of the metropolitan snapper-wrappers. Since then, we have run into him at various courses around the landscape, including Florida and Nassau.

What happened at Lime Rock could be indicative of the way it'll go elsewhere, so what John Fitch had to say in response to our questions is extremely interesting at this time. And his statements carry all the more weight because he knows road racing thoroughly.

Under the circumstances, the paid crowd of 7200 was phenomenal. It rained Saturday, practice day, and all predictions were for rain on Sunday. "In spite of this," John said, "spectators drove 50 to 100 miles THROUGH RAIN and INSISTED on coming in the hope of seeing pro road racing, even after the starting time (3 pm) was already an hour overdue.

"At about 4 pm it slackened, whereupon an airplane and 150 paddock cars circulated to dry the road. At 4:20 a short practice and qualifying run were made, and at 4:45 the race started (Conn. does not allow racing in the rain.).

Closer Racing

It is interesting to note that the long-standing lap record of 1:06 (Shelby, 3.0 Maserati, 1957) was broken by George Constantine, the eventual winner in a 3.9 Aston-Martin. He did it in practice at 1:05.21.

Fitch said, "At last, grid positions were determined by qualifying times, as they should be. Three other cars were within 2 seconds, a novelty in US road racing. The smallest car in the race, a Jomar 1100, was only 5mph slower and 6 laps behind a fast winner after 93 laps, or 1¾ hours—and finished 7th. Compared to amateur events, this is the desired closer racing we are after."

And many interested amateur drivers, not quite convinced, were at Lime Rock to appraise pro racing. The completely clean driving, the close competition, the public support and the payoff convinced them and they announced their firm intention of "going pro," according to John.

Among these was **Bob Holbert**, "probably the only real ama-

Continued on Page 3)

Moss Races At Riverside

England's Stirling Moss, one of the world's leading road racers, has entered the United States Grand Prix for sports cars, Oct. 11 and 12 at Riverside Raceway. He will drive a 4.5-liter Maserati owned by Temple Buell of Denver and will arrive in Los Angeles Oct. 8 for test runs over the tricky 3.275-mile course.

For the past 3 years, Moss was runnerup to Argentina's great

Photo on Page 2

Juan Fangio for the world driving championship. He presently trails Hawthorn in the 1958 race for the world's driving title.

The Sunday 200-mile feature race is for a purse of $12,500. First prize is $3000.

Moss will drive against the best America has to offer, including Phil Hill, Jim Rathmann, Maston Gregory and Carroll Shelby.

Qualifying and practice will be held Saturday afternoon, Oct. 11. A 50-mile race for amateur production sports cars will start Sunday noon, to be followed by the US Grand Prix.

The races are sanctioned by the United States Auto Club (USAC).

Contrary to rumor, contemplated suits by creditors will not prevent the track from staging the scheduled races.

Von Neumann Ban Lifted

At a meeting back east last week, National SCCA lifted the ban against driver Johnny von Neumann, who had been suspended for failure to fill out an affidavit prior to the last Sebring race.

Von Neumann immediately announced he would not enter the USAC pro races at Riverside Oct. 12, but would continue to compete as an amateur in SCCA races. His next races will be at Vaca Valley and Laguna Seca.

The ban on Richie Ginther also was lifted. Ginther, however, is taking the pro route. Ferrari of Calif. will enter 2 4.1 Ferraris to be driven at Riverside by Phil Hill and Ginther.

HOUR GLASS RACES

The 3rd Hour Glass road races will be held Sept. 27-28 by the San Diego Reg. of SCCA. Nine races Sat., including 2 for novice drivers, and 8 races Sunday will be held on the 9-turn, 1.75-mile course at Miramar Naval Air Station, Hwy. 395, 10 miles north of San Diego. Trophies will be awarded Sunday night at the Mission Valley Inn race headquarters.

Cal Club-USAC Alliance for 1959

By W. R. C. SHEDENHELM

Officials of the Cal Club and of USAC are meeting to work out a schedule of pro and open races for the 1959 season. The two organizations will work together on both types of events in hopes of giving Cal Club FIA sanctioning for their amateur events. This would make it possible for top U.S. and European pro drivers to appear in Cal Club races.

SCCA has indicated its members are banned from Cal Club races after the Riverside Oct. 11-12 even, since the club will be recognized as pro.

The appearance of Cal Club drivers in one or more of the several USAC-CSCC pro races scheduled for next year would probably allow a tax write-off for the entire year's racing. Cal Club president, Bill Pollack, said that if the total prize money a driver could win is anywhere near his year's expense, he will be able to claim that the dozen or so amateur events were merely preparation for the big pro races.

The Cal Club plans to run a large number of races in Northern and Southern California, Nevada and Arizona next year, but a schedule will not be issued until all the contracts have been signed. It is definite that the much talked about 6-hour Enduro will be run in November or December, probably at Pomona.

Pedro Rodriguez

RECENT GET-TOGETHER at Reims, France, shows, left to right, the late Luigi Musso, Pedro Rodriguez, 18, who raced at LeMans and Reims; J. M. Fangio, 5-time world's champion, and the younger Rodriguez, 16-year-old Mexican sensation. Photo was taken by father of the 2 boys, Pedro, the night before Musso's tragic accident.

IN THE NEWS

CAL CLUB TO NEVADA

The Cal Club will hold the Minden sports car races Oct. 25-26 at the Minden-Gardnerville Airport, south of Reno, near Lake Tahoe. The $25 entry fee will be refunded to all entrants who start the 1st event in which they are scheduled to compete.

Minden is 430 miles from LA and 235 from San Francisco, by map. Course is 3.4 miles.

294MPH ON THE SALT

BONNEVILLE, Utah — Mickey Thompson, El Monte driver, last seen in local sport car races last fall at Palm Springs, blasted his twin-engined, Chrysler-powered Class E streamliner down the salt at 294.117mph in an attempt to set an alltime American land speed record. On the return run one of his two engine blew up, leaving his best 2-way time for the Nat'l Speed Trials at 266.866.

Ed Southard clocked 162.607 in the C Modified sports car division.

FACTORY RALLY TEAMS

The American Rally Club expects factory teams of DKWs, Toyopets and Datsuns to enter the $10,000 American International Rally, along with the already entered Goliath 3-car team.

Sr. Augusto Canovi, of Mexico City's RODA, will be in Los Angeles this week to consult with rally club officals and to run the final Santa Fe-Los Angeles rally leg in preparation for the Nov. 4-7 event. The rally is USAC-sanctioned, SCCA-approved and is a full FIA international event.

PALM SPRINGS IN AIR

Due to the current pro-amateur hassle between SCCA and CSCC, it is not definite at presstime which club will run at George Cary's Palm Springs races, Nov. 1-2.

MOSS POSTS WIN

Stirling Moss piloted a Cooper 77.77mph to win the 100-mi. Kentish Hundred Trophy at Brands Hatch, England, recently.

SCCA CONCOURS

Second annual Huntington-Sheraton Hotel concours d'ele-

(Continued on Page 5)

Witkin Sues Chrysler, Simca for $8 Million

Nine counts were contained in a suit of $8 million against Chrysler Motor Corp., Chrysler Corp., Simca, Inc., and Simca of France, filed last week by Willy Witkin of Witkin-Wolf Co.

The suit by the distributor of the French car in So. Calif., Arizona and Nevada came on the heels of notification that Chrysler was taking over distributorship and sales for Simca the 1st of the year.

Nine other US distributors are also expected to file suit. Chrysler, previously without a small car, brought Ford's interest in Simca and 10% of the asserted 40% interest which Fiat has in the French car.

Reventlow-Andrey First In Ferrari At Elkhart Lake

ELKHART LAKE, Wis., Sept. 7—Over 30,000 spectators watched Lance Reventlow, in a 4.1 Ferrari this time, and co-driver Gaston Andrey, win the Road America 500-miler today with a lead of more than 6 laps at the checkered flag. Reventlow, who drove the 1st 57 laps, and Andrey, completed the 125 laps in 6:18.6 to average 79.2mph on the 13-turn, 4-mile asphalt circuit.

The last half of the race was a tremendous battle for 1st between Andrey and E.D. Martin, in a 3-liter Ferrari Testa Rossa, until Martin's clutch went completely out on the 113th lap, only 12 laps from the finish.

Much of the finishing order was due to the elimination of 21 of the 47 starters with various mechanical troubles. Rich Lyeth's Ferrari Corvette led the 1st 25 laps, then was sidelined.

Walt Hansgen, in one of Cunningham's Lister Jags, fought with Martin for 1st for the next 14 laps, then was out with a seized rear end, due to an oil seal failure. Three laps later Cunningham's other Lister Jag, driven by Phil Forno, was out with the same trouble. From this point until the 72nd lap, Martin and Andrey swapped leads several times. On the 72nd Martin made an overly long pit stop to change his shredded tires and Andrey maintained the lead until the end. Races were staged by Chicago Region of SCCA.

125 Laps, 500 Miles

1) Lance Reventlow-Gaston Andrey, 4.1 Ferrari; 2) Jim Johnston-Ed Lunken-Bud Seaverns, Ferrari Testa Rossa; 3) Dave Causey-Chuck Rickert, Porsche Spyder; 4) Bob Staples-Luke Stear, Porsche 550; 5) Jim Place-Ken Neill, Ferrari Testa Rossa; 6) Frank Baptista, Elva Mk. III; 7) Herb Anderson-Bob Stelloch, Ferrari Mondial; 8) Tossie Alex-Bob Schroeder, Jag XKSS; 9) Fred Schraegle-Fred Freiheit, Porsche 550; 10) Jerry Earl, Corvette.

CLASS WINNERS—B, Hal Ullrich, Excalibur; C, Reventlow-Andrey; D, Johnston-Lunken-Seaverns; E, Place-Neill; F, Causey & Richert; G, Baptista.

125,000 Fans; Scarabs 1-2!

CARPENTERSVILLE, Ill., Sept. 14—Chuck Daigh, Long Beach, and Lance Reventlow, Beverly Hills, proved a sensation here today at the inaugural of the 3.3-mile Meadowdale Raceways near Chicago. They drove 1-2 in Reventlow's Chevy-powered, glistening Scarabs. The feature was 115.5-mi. Daigh won by a car length. The crowd of 125,000 was the largest ever to see a sports car race in the U.S.

The program was marred by the death of Bob Walker, 25, Little Rock, Ark. His Ferrari flipped in the 3rd race.

Chuck Rickert, Porsche 550, was 3rd; John Haas, Osca, 4th; John Staber, Echidna, 5th.

New Feature Starts in Motoracing - Watch for it

By popular request, MOTORACING inaugurates a new feature in the next issue—Maintenance Topics, or shortcuts to a smoother engine and better driving.

It will be written by Bill Rudd, noted racing mechanic and tuning wizard who is part owner of World Racing Enterprises in Whittier.

Since its advent, MOTORACING has received numerous requests from readers for this type of article. And now here it is from a man who knows his business from A to Z—famed for his work on Morgans, AC Bristols, Aston Martins and Ferraris at races in SoCalif and throughout the country.

Bill will not tell you how to overhaul a car, but he will offer helpful tips that will make you happy you are a regular MOTRACING subscriber.

What do you want to read in this line? Please write in your suggestions to MOTORACING, P.O. Box 1127, Culver City, Calif.

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

THE MAX BALCHOWSKY Fan Club plans to print its membership cards on the backs of old, tattered pit passes. Members were infuriated by the offer of George, the Crazy Arab, to paint Max's car up all bright and pretty. The members will fight this if it takes all summer. Just imagine how horrible Old Yaller would look with the dents missing and with the paint all shiny and new. New Yaller, indeed! Ridiculous, sir, ridiculous!

500 Tales

At Santa Barbara during Saturday's Formula III race Red LeGrande was screaming around the venue in his single seater Renault Special when it broke into flames. Le Grande hit the binders, grabbed the fire extinguisher and leaped out. Then he realized that he had never read the instructions and didn't know how to work the thing. Had to stand there reading the fine print by the light of his burning car. Finally figured it out and pressed the release button. Pow! Right between the eyes.

Fish Story

When you get cornered by any of those chaps connected with professional sports car racing, they give you all sorts of seemingly valid reasons why everyone will benefit greatly from pro racing. One factor that they seem completely unable to grasp is that there are a great many drivers and owners who simply don't have the slightest interest in going pro. Racing is a hobby with them, albeit an expensive one, and they have no desire to have it anyway else.

Let's run up the flag of Simile and see if anyone salutes. Sam Fosterus likes trout fishing and spends a pretty good amount of scratch on his hobby every year, what with new equipment, camping gear, transportation to the trout streams and the whole bit. Sam is fishing in a crystal clear Sierra stream one morning when a city slicker in mauve waders and a 2-toned sports jacket wades out, all smiles.

SLICKER: Say, there, you seem to be pretty good at that fishing there.

SAM: (Blushing) Well, I do pretty well, I guess.

SLICKER: Must cost you a lot of dough for all that equipment, don't it?

SAM: Well, yes, it is a pretty expensive hobby, I guess, but I get a big kick out of it.

SLICKER: Then I have just the thing for you. You like fishing and I just happen to own a fleet of fishing boats. Why don't you work for me fishing for tuna? That way you get to fish and get paid for it. Give you a chance to meet all the top commercial fishermen, too. This is Big Time, see. You'll have the whole Pacific Ocean to fish in instead of this piddling little trout stream stuck way back here in the mountains. And this way you take home money instead of a stinkin' little bunch of rainbow trout.

SAM: But I don't want to be a commercial fisherman. I like it up here on a little trout srteam.

What's the Matter?

SLICKER: What's the matter? You one of those "gentlemen" trout guys that thinks he's too good to mix with us tuna guys? We work for our money and we could show you guys a thing or two about fishing. What's the matter, we're a bunch of slobs or something?

SAM: Well, now that you mention it . . .

SLICKER: What you trying to do, kill off the sport? Fishing is fishing. It's okay to learn how to fish in these stinking trout streams, but, man, once you get good at it you naturally wants to move up into the Big Time and catch tuna and cod fish and mackerel. Everybody does!

SAM: Sorry, not this rose.

SLICKER: (wading ashore, shaking head) These trout guys ain't got good sense: Imagine not wanting to fish against the top tuna catchers! Man, what a chance they're missing!

Fruit Juices

The latest thing for the calorie-conscious drinkers is skimmed bourbon.

Pro Races Listed On FIA Calendar

The professional sports car racing events held at Lime Rock, Conn., Sept. 7 and the one slated at Riverside, Calif., Oct. 12, were given listing on the International Sporting Calendar, it was announced by Charles Moran, Jr., chairman of the Automobile Competition Committee for the United States (FIA), the sole American body in motor sport matters of the Federation Internationale de L'Automobile.

The races are listed as "national events, with foreign participation authorized." This means that foreign drivers, other than the top listed group, may compete against American pilots. They are sanctioned by USAC.

The FIA listing of the 2 races brings to 8 the number of events given favorable consideration by the Moran Committee since November, 1957, when it was named official FIA motor sport representative in this country. In its 9 months in office, the Committee has cleared the way for such events as the Sebring Grand Prix of Endurance (counting toward the world's sports car championship); the Indianapolis 500; the Trenton 100-mile International Speedway Race; Daytona Beach Safety and Performance Trials; the Mobilgas Economy Run; and the Pike's Peak Mountain Climb.

And George Cary reports he has received FIA approval from Paris for the Palm Springs races in November as a national championship event, with the foreign participation allowed.

LETTERS TO EDITOR:

Moss Describes Hectic Monza Crash

MOSS TELLS OF CRASH

I am glad you wrote and asked for my comments on the tactics of the US drivers at Monza. I would like you and other enthusiasts to know that we found them interesting to talk to and courteous on the track. I had quite a good dice in the second heat with Jimmy Bryan and Troy Ruttman, when our cars were travelling in pretty close proximity around 180mph. I felt just as happy as I would have in similar circumstances with Fangio and Behra. I did have a little trouble with two drivers in this heat, but personally I am convinced the reason I had difficulty in lapping them was because they had no idea that I was right behind.

Your paper's description of my ultimate retirement at Monza read easier than the incident actually happened. For your interest I was doing about 165 to 170 in the banking when the steering completely sheared. The car shot up to the retaining wall, which is made of heavy steel girders, bent these outwards, burst the right-hand tyres, careened along the top for 50 yards before spinning down towards the bottom of the track, bursting yet another tyre. I assure you, Gus, it was pretty hair-raising.

Stirling Moss,
London, WC2, England

CRISE ON THE PROS

We have just returned from the first pro race in Lime Rock and even though the field lacked the quantity of the SCCA events, the quality was excellent and it was a good show. After all, we must remember that the Aston-Martin there was a duplicate of the one which was sent to Nassau for Moss to drive and was doing to well up to the end.

Sherman F. Crise,
Hopatcong, N. J.

W. Robert Nitske

STIRLING MOSS and his wife Katie shown at recent European race. His letter to MOTORACING appears in adjoining column. Moss is due to drive at Riverside, Oct. 11-12. (Story page 1.)

ACCIDENT INSURANCE

The SCCA has in the past strongly recommended to its Regions that accident insurance be provided at its race meets, and, in fact, the Master Insurance Plan worked out by the Insurance Committee of SCCA made rates for this coverage very economical.

Prior to the July 4-5 incident at Lime Rock, plans had been underway to make mandatory full insurance protection . . . including the accident variety. This proposal is being studied by the officers at this time, and will undoubtedly be approved.

Drivers and workers certainly have every right to expect accident coverage, and you may be assured that steps are being taken to make certain that repetition of Lime Rock does not happen.

John M. Bishop, Secy.,
Natl. Contest Board,
SCCA.

MOTORACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at:
3862 Westwood Blvd.
Culver City, Calif.
HOllywood 4-1557
For the Classified Advertising Department only: 4041 Marlton Ave., Room 208, L. A. 8; or phone AXminster 2-0287. Ask for Joyce.

Gus V. Vignolle .....Editor and Publisher
W. R. C. Shedenhelm....Advertising
June Vignolle.....Circulation
Joyce Barnard.....Classified Ads
Duane and Jerrie Sparks, Myra Jones, W. Robert Nitske, Henry N. Manney III, Jules Delancey, Tom Wilson, W. R. C. Shedenhelm, Jorge Rosado (Mexico City), Gerl Fleming.....Staff Writers
Jerome Weber.....Gen. Counsel

Advertising Rates on Request

Mailing Address, P. O. Box 1127, Culver City, Calif.
YEARLY SUBSCRIPTION RATES: Domestic $3 — Foreign $4
Entered as second class matter at Culver City, Calif.
Manuscripts, photos or artwork submitted to MOTORACING should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork.
Copyright, 1958

FLAVIO ST. GERMAIN PREDICTS THAT - - -

"The turtle, to make progress, must stick out its neck."
—BENJAMIN FRANKLIN.

The Reventlow Grand Prix cars, being built for the 1959 season, will look very much like the Vanwall.

Wacky Arnolt will come out with an $1100 sports car.

A local automotive chap will handle distributorship for a new Swedish car (400 cars only for the US per year).

Tony Parravano will iron out all his difficulties with the Bureau of Internal Revenue, thereby never making the can, as so many have predicted.

A pioneer sports car dealer in San Francisco is about to sue a pioneer distributor for cancelling his franchise. Sum will be large.

BAHAMAS SPEED WEEK
AT NASSAU
NOV. 30 — DEC. 8
TRUE INTERNATIONAL RACING IN A TROPIC SETTING
MIAMI - NASSAU ROUND TRIP, 1st Class.....$36.00
For Hotel & Air Reservations Call
DUSTY MAHON — GRanite 8-9823
WESTWOOD TRAVEL 1133 GLENDON WESTWOOD VILLAGE

When You're Thinking...
About something for your racing, rallying, motoring or concours needs—daily from 9:00 to 6:00 and Fridays 'til 9:00, it's
jay's
SPORTS CAR ACCESSORIES
6055½ Melrose Ave., Hollywood 38
HOllywood 2-6905

Ferrari
ROAD AMERICA "500"
ELKHART LAKE, WISCONSIN
SEPTEMBER 6-7, 1958
1st OVERALL FERRARI 4.1 Litre
LANCE REVENTLOW - GASTON ANDREY
2nd OVERALL FERRARI 250 Testa Rossa
JIM JOHNSTON - ED LUNKEN - BUD SEAVERNS
FERRARI REPRESENTATIVES of California
1767 North Cahuenga Boulevard, Hollywood 28 · HOllywood 9-4700
Sales and Service under management of Paul "Richie" Ginther

• Vignettes

By Gus V. Vignolle

JOHN FITCH TELLS OF PRO RACES AT LIME ROCK

(Continued from Page 1)

teur among front runners remaining in the east."

We asked the Stamford pilot what his thougnts were on the outlook of pro sports car racing. He answered: "Tremendous! Road racing in the US, released from the suffocating hobble of amateurism, will now take its rightful place as a major spectator sport, representing as it does, the front line of automotive development and being the logical focal point for the wide interest Americans have in automobiles."

What are the basic problems? Fitch declared there are none, except that amateur racing should now make appropriate adjustments of policy, "preferably like those of the Cal Club," in the interests of the amateur club members and the sport in general.

Did the public take to pro sports car racing? Said he: "A good SCCA National event brings circa 7000 spectators; a rainy day such as we had for the pro race would have brought about 2000 fans. We had 7200 in spite of the weather, or 3 or 4 times the crowd. They were not curiosity seekers because after 1 hour 40 minutes of the race, they still did not even start to leave, even though another heavy rain was imminent (and shortly came)."

Kessler-Ruby Duel

Q. Did the public like it?

A. Yes. One reason was that it was good racing. **Lloyd Ruby,** track star in a Corvette Maserati (3-liter chassis), and **Bruce Kessler,** road racing luminary in an old 3.5 Ferrari, battled for 60 laps, wheel to wheel. A Porsche Spl., **Bill Rutan,** Pike's Peak pro, traded places with 2 Porsche RSs driven by competent former amateurs (one was **Art Bunker**). **Alan Markelson** (2.0 Ferrari), amateur driver, finally defeated **Marshall Teague,** in a Corvette-D-Jag, after a long, hard fight. **This was real competitive racing.**

Kessler did a very outstanding job in an old car. **Rodger Ward,** also in an outdated car (3.5 Alfa Disco Volante), did very well for his 1st road race. He said, "No one can step into someone else's backyard and clean up. This is a distinct form of racing that takes some experience. I think I am getting the feel of it and I like it, and I want to do a lot more of it. These road racing drivers here and in Europe are regular fellows, and they are damn good."

John Fitch asked me to please have the Cal Club send him its new pro-amateur policy in detail, as they have announced it, for the information of eastern clubs which may follow suit.

☆

Al Dean, the jefe of Dean Van Lines and who is now being called "the Dean of American Movers," has been in racing for some time, but not until recently did he turn to sports cars.

It was the Dean Van Lines Spl. that **Jimmy Bryan** drove to National titles and to victory at Monza in 1957. This year none other than **Juan Manuel Fangio** drove the Dean Van Lines in the Monza 500. But there was no score. Dean made the big mistake of not taking along a spare engine, and when 3 pistons cracked, visible to the naked eye, hopes were pau.

Engine Switch?

Recently, **Denise McCluggage** wrote about a rumor having it that the engine from Dean's car was swiched to that of **Bob Vieth's** at the last Monza race, with poor Fangio winding up with a shattered mill that was to keep him out of it.

"Absolutely preposterous," cried Al over a taco. Then he got into a suing mood and contacted **Howard Turrentine,** the San Diego attorney and close associate with Dean Van Lines Racing Division.

He wrote to Denise, in part: "Can you picture any racing team with a combination of last year's winning car and World Champion Fangio at the wheel of the car deliberately committing hara-kari by removing the engine from such a car and placing it in a competitor's (?). Wouldn't you say this was idiotically illogical? If the scene were not so far removed from the Mexican border I would say your informant had been in the marijuana barrel."

Anyway, Dean bought that Lister-Corvette from **Tom Carstens** of Spokane (he won with it recently at Seafair). The car will be entered in the pro bit at Riverside Oct. 12. Al says **Bruce Crower** has beefed the car up and that it really goes.

And one of my spies reports the car may go at Nassau later this year. **A. J. Foyt, Jr.,** may wind up numero uno in the steering dept.

★

Briefly Noted

Well, all those rumors about **Lance Reventlow** and **Chuck Daigh** turning pro at Lime Rock proved wrong. The same day, Lance and **Gaston Andrey,** in a Ferrari, won the Elkhart Lake 500; then, last week, Daigh and he finished 1-2 in the Chevy-Scarabs at the new Meadowdale course near Chicago.

At this writing it doesn't appear as though Lance will go the pro route, and right now is as good a time as any to give him a good plug. I thought Lance was a little wacky in seeking a certain figure from **Paul Schissler** as appearance money for Riverside.

Actually, in view of Lance's sensational showings all over and the expensive products he has to offer, he should have upped the ante even higher.

George Weaver of Thompson Raceway, where Lance routed the eastern hot-shots, had this to say: "The public was most impressed by the courtesy, competence, efficiency and friendliness of Lance and his spectacular Scarab team, and overwhelmed by his driving ability on the intricate 12-turn Thompson course."

First the Cal Club cancelled its Gardena races. Not enough entries. Now it has cancelled the Press-On-Regardless rally to Tijuana, Sept. 20-21. Lack of entries. Scheduled is a race at Minden, near Reno, in NEVADA. And the inducement? Refund of your $25 entry fee if you start the race you enter. Good thing they have Santa Barbara . . . Race for the regional exec of LA SCCA will be between **Duane Alan** and **Gordon Crowder** . . . Reventlow recently was slated to relate the Scarab story at the meet of the Madison Ave. SC Driving & Chowder Society. Title: "How to make a shiny new sports car from dirty old money." . . . USAC has relented and will allow women in the pits at Riverside, but no soap on drivers under 21, which broke the hearts of **Ricardo** and **Pedro Rodriguez** of Mexico City, who wanted to make the race so badly. The boys may be at Palm Springs, though.

Mickey Cohen is now driving a sports car . . . **Clark McCartney** wrote **Harry Morrow** that FIII will not be allowed at Laguna Seca as they are barred from Nationals by Westport. Morrow says this definitely is **not** so, only ban being they will not receive Nat'l points for running . . . **Maury Powell** reports LA Speedway has been renamed Ascot Stadium, tentative opening at the ½-mi. track Oct. 15, probably with Triple-R . . . **Parnellie Jones** will race **Doc Hoppe's** and **Ned Yarter's** Corvette at the Triple-R races at Gardena Sept. 27. Earlier in the day, at Hour Glass Field, San Diego, the ol' maestro, **Al Torres,** will be doing the flagging. Then he flies to LA for the Gardena deal that eve, and after, **Doc Hoppe** drives him to the airport so he can fly south to finish up the SD SCCA races on Sunday . . . **Mary Faulkner** has entered her '58 T-Bird in the American Intl. Rally Nov.4 -7. **Art Peck,** the NY CBS biggie, says he has been asked to handle the eastern end of the $10,000 rally and then work his way across the country, ending up in LA. He hopes they can iron out all the details . . . **Donn H. Munson,** the ex-Washington DC newsman and sports car aficionado, is in Glendale. The ace writer is doing fiction and freelance pieces . . . That was a fine freeload thrown by Ford **(Wm. H. Klein)** for preview of the 1959 car at the Palladium . . . That Loyola concours Sunday, Sept. 21, will be broadcast by KFWB.

No Loitering.

USAC PRO OPENER TO CONSTANTINE

LIME ROCK, Conn., Sept. 7 — George Constantine, Southbridge, Mass., won the $2750 inaugural USAC pro sports car race today in a 3.9 Aston Martin, averaging 78.838mph around the 9-turn, 1.5 mile course, to finish 1¼ laps ahead of Bruce Kessler in a 3.5 Ferrari. Alan Markelson finished 3rd, and 1st in under 2-liters, in a Ferrari Testa Rossa, 2 laps behind Kessler.

The race, scheduled for 100 laps, was delayed 2 hours by heavy rains and was later stopped on the 93rd lap by more rain. Constantine's Aston Martin led from the start, with Kessler dueling for 2nd place with Lloyd Ruby, in a Masterati Corvette, for for 75 laps after Bob Said's Sadler Special dropped out of 2nd pleace in the race with a sheared king pin.

Over 7,500 spectators saw 17 cars start in the pro event, with engine displacements ranging from the big Corvette-powered Maserati and D-Jag of Ruby and Marshall Teague to the little 1100cc Jomar of Ray Saidel. Only 8 cars were able to finish the 93 lap grind.

RACE AND PRIZE SUMMARY

1) George Constantine, Aston Martin 3.9, $550; 2) Bruce Kessler, Ferrari 3.5, $440; 3) Alan Markelson, Ferrari 2.0, $330; 4) Vic Meinhardt, Posche RS, $220; 5) Bill Rutan, Porsche Spec., $110; 6) Col. Robert Kuhn, Maserati 200, $110; 7) Ray Saidel, Jomar 110, $110; 8) Herb Swan, Ferrari 3.0, $110; Sportsmanship Award, Ray Saidel, "for driving exceptionally well and fast in a small car(Jomar 1100), yet without obstructing others."

Triple-R Pros Race at Gardena

Speed, not class, will be of the essence insofar as securing main event grid berths for Triple-R's short-track pro sports car races Saturday night, Sept. 27, at Gardena Stadium.

The 40-lap feature, which carries the largest purse slice, is only open to the 16 fastest 1-lap clockers, plus 1st 3 finishers from the 25-lap semi-main, in which the next flight of 16 compete. Six other races are carded, with trials at 7 p.m. and first event 8:15 p.m.

RRR's brigade has seen action twice previously at the 139th St. and So. Western Ave. plant, both on the former ¼-mile oval. This time it's on a newer ⅓-mile strip and big-bores should have a better chance. Last feature victor was Billy Cantrell in a TR3.

Early entrants include Bob Bondurant, T Bird; Ned Yarter/Dr. H. Hoppe, Corvette; Owen and Tim Jones, Formula Libre Spls.; Bart Haskell, MG Spl. & F. L.; Elgin Holmes, Ford Tractor Spl.; Heywood Brown and Carl Greenaway, Arnolt-Bristols; Larry Johnson, Berkeley; John Davis, Volvo; Bill Leyden, OSCA & Jag XKSS; Jim Neiland, Fiat sedan; Harold Gorham and Charles Kline, Renault Dauphines, and Jim Campbell, Ed Kamberg, Judy Mancini, Bob Stewart, Floyd Burt and Bonnie Bosley, MGs.

Safety inspection is set Sept. 25 at Nick Pastor's, 3451 E. Firestone, South Gate.

MOROCCO GP TO DECIDE CHAMPIONSHIP

Although Mike Hawthorn has a total of 43 championship points to Stirling Moss' 32 on the 6 best races basis that decides the world's drivers' championship. Hawthorn, with 4-7-9-7-7-6, has 40 points to Moss' 8-9-6-1-8 for 32 points for the 5 races he has finished in the point bracket. Moss could reach a total of 41 by winning at Morocco and taking an extra point for fastest lap, thus getting 9 points, and would win the world championship if Hawthorn cannot take at least 1 more either by turning in the fastest lap or by placing 2nd. Hawthorn has gained an extra point for fastest lap in 5 of the GPs this year. **(See chart on back cover.)**

They're looking for Al (The Great I Am) Slonaker!

PAULSON BUBBLE SHIELD

UNEXCELLED

★ VISION (COVERS GLASSES)
★ STREAMLINING
★ FACIAL PROTECTION

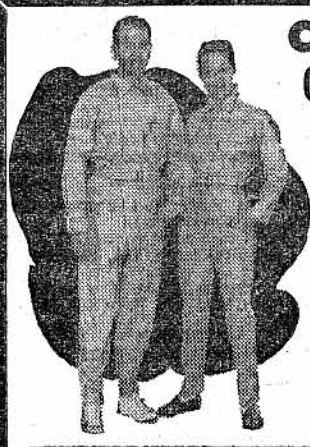
$4.95

Paulson Mfg. Co., Fallbrook, Calif.

Paul Cummins'

Sports Page

RESTAURANT
• AL SANTORO, Manager •
AN EXCITING NEW RESTAURANT SALUTING
"The Wonderful World of Sports"
COCKTAILS—LUNCHEON—DINNER
SUPERB FOOD
HISTORICAL DISPLAYS—SPORT EXHIBITS
133 NO. LA CIENEGA OL. 5-8506
ON RESTAURANT ROW



CLOSE OUT SALE
OF SANFORIZED SAILCLOTH MOTORALLS
Regularly $15.95
NOW.....each $9.95

The matching mates for all sports car activities, designed in a Continental fashion for comfort and style. Choice of red, white, blue, gold, and 10-oz. faded blue denim.

MEN'S SIZES: 34 to 48. LADIES' SIZES: 7 to 20. Ladies' style features drop seat.

NOW AVAILABLE IN POPLIN AT $15.95. EACH. Your choice of Light, Blue, Black, White and Red. Same style and sizes as above.

CRestview 1-3775
BRadshaw 2-4455
Foreign Car Accessories Center

FREE PARKING IN REAR

vilem B. HAAN INC.

10305-07 Santa Monica Blvd., Los Angeles 25, Calif.

SAVES YOU MORE!

FIAT

Italy's great economy car.

8 models, prices from $1134 P.O.E.

See, Test Drive All Models at

HOFFMAN OF CALIFORNIA, INC.

9130 Wilshire Boulevard, Beverly Hills • CRestview 4-8231

Open Week Days 9 to 9 • Saturdays 10 to 5

RENAULT DAUPHINE

PEUGEOT

SALES & SERVICE

BY FACTORY TRAINED SPECIALIST

LAIL BROS.

18 Years in the Same Location
1422 So. La Cienega OL. 5-7710

Buy & Sell Through MotoRacing Want Ads on Page 7

Rally 'Round

With Duane and Jerrie Sparks

After the Big Bear grumbles died down, this year's most controversial championship rally was awarded to that intrepid pair from down San Diego way Bill Rector and George Blondin with a net error for the legs that counted of 27 seconds. Al and Charlotte Nesbit of SMFCCA turned in their best performance to date to take second with an identical score. The San Fernando Valley FCCA and rallymaster Frank Pierce surmounted numerous difficulties to offer a most interesting course for the BIG BEAR IV, but a combination of circumstances resulted in the largest collection of protests any club has gathered this year. Everything from freeway jams to floods, forest fires to questionable instructions gave contestants lots to complain about—and they did.

Championship Standings

There was surprisingly little shuffling of positions among the top ten championship standings after including BIG BEAR IV in the calculations, the greatest change being your reporter who slipped from third to fifth as the result of earning no points on this one and having to discard 10 points to include only the best seven events. According to SCCSCC rules championship standings shall be based upon 60% of the rallies run during the year. Originally there was to be one event each month so that 60% of 12 would be 7.2 rallies or the next highest number—eight. However, since Convair SCC released its Dec. date with the cancellation of NUTS AND BOLTS, the number nearest to 60% of 11 events limits those that count to the best seven. Our chart is now set up on this basis and will be so presented for the rest of the year.

Council Meeting

SCCSCC Council meeting this month offered, in addition to the Convair cancellation, suggested changes in the Rally Code for 1959 as developed by the rally committee. In the main these are minor in nature, tending in most cases to liberalize the code particularly so far as open events are concerned so that rallymasters will be able to exercise a little more imagination. A new method of breaking ties in championship rallies is also proposed whereby the contestant winning the most legs would be judged ahead of his opponent thus rewarding consistency over mediocrity.

Late News

Because of the last minute cancellation of the PRESS ON REGARDLESS rally scheduled for this weekend, there will be, except for Northrop's 4½ hour event, a relative vacuum in the navigational rally scene. The gap will be more than filled however by a whole raft of "fun" or "gimmick" events plus a fine concours at Loyola University on Sunday. You avid rallyists might change your luck a little by trying one of these for "fun" before resuming the rally trail.

RALLIES

SEPTEMBER

20—Jaguar Owners Club Night Owl Rallye, Nav. Hody's, Sepulveda & Ventura 8 p.m. Trophies guests & mbrs. $2.50 V. Haan, BR 2-4455.

21—Northrop RCSS — Rallye Diabolique Nav. 4 hrs. 8 a.m. Oscar's, Woodruff Ave. at Carson in Lakewood. $2.50. Gordon Madison, GE 1-4233.

21—Women on Wheels Spinning Wheel Rallye, San Diego Council championship. Peg Closson, San Diego, HO 6-8627.

27—Paramount Studio SCC You-Find-It Rallye. Nav. & fun. 10 a.m. Wagon Wheel Road & Cross Ave. Oxnard. Bring beach equipment & picnic lunch. $1.50. Rallyemaster Fritz Dickie.

28—Santa Monica FCCA Gabriel Blew His, 4½ hr. nav. Novice trophy & 1st thru 3rd guests & Mbrs. Dash plaques to all. 8 a.m., Broadway Westchester. Jim Weishuhn, OR 4-2863.

28—Slalom of the Pacific II, SCCSCC open. 8:30 a.m., Long Beach Veterans Memorial Stadium, Clark Ave. & Carson, Long Beach. $3. Trophies all classes. Dash plaques to all. Dick Zeylmaker, FR 6-4589.

OCTOBER

4-5—Douglas SCC Desert Rally IV, SCCSCC championship, 9 hrs. to Palm Springs. Starts Crawford's Market 5 points, El Monte, 6 a.m. Oct. 4. $6, Dinner & victory breakfast at Chi Chi. Slalom Oct. 5, noon Polo grounds Palm Springs. $2. Duane Sparks, HO 2-5535.

Go fight City Hall.

Council Rally Leaders

UNOFFICIAL SCCSCC RALLY CHAMPIONSHIP STANDING
1958 SEASON

	DRIVERS		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(Best 7) Total
1.	Tom Higgins	Alfa	25	23	21	(16)	24	(17)	24	25	20	162
2.	Dick Pieper	A-H	17	18	(15)	24	21	(0)	19	21	22	142
3.	Frank Fleming	Porsche	22	(0)	24	25	(*)	16	15	19	17	138
4.	Bill Rector	A-H	20	25	10	19	(0)	12	22	(0)	25	133
5.	Duane Sparks	T-Bird	13	14	19	11	(10)	23	12	24	(0)	116
6.	Jerry Aarons	Porsche	(*)	20	22	17	23	(0)	0	9	16	107
7.	Bob Piercy	A-H	(*)	19	23	(*)	11	25	25	0	0	103
8.	Howard Frank	A-H	21	2	(0)	14	25	24	(0)	0	14	100
9.	Chet Anderson	TR-2	(0)	16	12	20	12	3	0	17	(*)	80
10.	Frank McDonald	Jag	(*)	13	5	13	22	1	(0)	12	13	79
	NAVIGATORS											
1.	Doug Deary	Porsche	25	23	21	16	24	17	24	(*)	(*)	150
2.	Charlie Schumann	A-H	17	18	(15)	24	21	(0)	19	21	22	142
3.	Nick Marechal	Porsche	22	(0)	24	25	(0)	16	15	19	17	138
4.	Jerrie Sparks	T-Bird	13	14	19	11	(10)	23	12	24	(0)	116
5.	George Blondin	A-H	(*)	25	10	19	(0)	12	22	0	25	113
6.	Dick Anderson	Porsche	(*)	20	22	17	23	(0)	0	9	16	107
7.	Bill Doyle	A-H	(*)	19	23	(0)	11	25	25	0	0	103
8.	Paul Miller	A-H	15	*	16	*	0	6	23	22	18	100
9.	Don Royer	A-H	18	0	0	14	25	24	0	0	14	95
10.	Ed Smith Jr.	TR-2	(0)	16	12	20	12	3	0	17	(*)	80

*—Did not compete.
( )—Not used in total of seven best rallies.
(1)—Great Western; (2) Don Diego; (3) De Wheele Bounce; (4)—Sundown; (5)—24 Hour; (6)—Over the Hill; (7) Sierra; (8)—Ken Farrar; (9) Big Bear.

Various Rally Results

BIG BEAR RALLYE—September 6, 89 cars, Frank Pierce—Rallymaster.

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Wm. Rector	George Blondin	A-H	Astro	:27
2.	Charlotte Nesbitt	Al Nesbitt	Corv.	SMFCCA	:27
3.	Harold Guess	Ted Sparks	MG-TF	Northrop	:30
4.	Dick Pieper	Charlie Schumann	A-H	SMFCCA	:30
5.	Flo Stevens	Gail Pollock	A-H	SMFCCA	:59
6.	Tom Higgins	Larry Harris	Alfa	SMFCCA	1:00
7.	Bill Chester	Elizabeth Chester	Alfa	VSCC	1:04
8.	Ron Jones	Paul Miller	Porsche	SDSCC	1:21
9.	Frank Fleming	Nick Marechal	Porsche	SMFCCA	1:46
10.	Jerry Aarons	Dick Anderson	Porsche	SWSCC	2:00
11.	Jerry O'Brien	Don Simpson	Porsche	LBMG	2:22
12.	Howard Frank	Don Royer	A-H	SMFCCA	2:36
13.	Frank McDonald	Laura McDonald	Jag	Ral Mas	2:43
14.	Charlie Cooke	Drisa Cooke	TR-3	SMFCCA	2:57
15.	Muriel Scholl	Walt Scholl	Corvette	PSCC	3:03
16.	Page Eskridge	Bob Bruemmer	A-H	LBMG	3:14
17.	Dennis Chylinski	Bob Blakely	Corvette	CSCC	3:18
18.	Mel DeLoof	Juanita DeLoof	Jag	SWSCC	3:45
19.	Dick Butler	Lorraine Butler	Porsche	SWSCC	3:46
20.	Pat Kermode	Dick Kermode	TR-2	CFCCA	3:58
21.	Betty Enoch	C. K. Enoch	TR-3	NRSCC	4:02
22.	Allen Turner	Faye Turner	A-H	VSCC	4:12
23.	Stan Johnson	Al Sorensen	Alfa	RWSCC	4:19
24.	Virg Herman	Virginia Herman	A-H	NRSCC	4:22
25.	Doug Bailey	Margaret Wackerle	MG A	LBMG	4:23

SANTA MONICA DOUGLAS SCC — DESERT RALLY — SEPT. 14. Jim Robinson Rallymaster. 32 cars.

1.	Cal Hudspeth	Bob Cole	MG TD	LBDSCC	:27
2.	Walt Glassett	Howard Frank	Porsche	LSCC	:27
3.	Wm. Eichelkraut	Hal Knopp	VW Ghia	NRSCC	:43
4.	Hal Guess	Jerrie Sparks	MG TF	NRSCC	:48
5.	Dick Pieper	Ann Sparks	A-H	DSCC	:59

RACE CALENDAR

SEPTEMBER

20—Watkins Glen Grand Prix, SCCA, Glen reg.
20-21—Non-spectator road races, Del Mar, Calif., SCCA, L.A. reg.
21—USAC pro road races, Marlboro, Md.
27—RRR sport car races, Gardena Stadium, 8:15 P.M. Ned Yarder, CH. 9-7772 (La Crescenta).
27-28—Hour Glass road races, Miramar Naval Air Station, SCCA, San Diego reg.
28—Intl. Formula Libre, Grand Prix, Watkins Glen, N. Y. (FIA sanctioned)

OCTOBER

4-5—Vaca Valley Nat'l Road Races, SCCA, S.F. reg.
4-5—Virginia Intl. Raceway, Danville, Va., SCCA, Wash. reg.
5—Drivers' Training Session, Hour Glass Field near San Diego, RRTA, Rt. 1, Box 412, Colton.
11-12—Pro road races, USAC & CSCC, Riverside Intl. Motor Raceways
18-19—Lime Rock (Conn.) road races, SCCA, N.Y. reg.
25-26—Minden sports car races, CSCC, Minden-Gardnerville Airport, near Reno, Nev.
26—Moroccan G.P., F.I.A., Casablanca.

NOVEMBER

1-2—Palm Spring road races, SCCA, L.A. reg.
8-9—Laguna Seca Natl. road races, Ft. Ord, SCCA, S.F. reg.
9—Venezuelan sports car G.P., F.I.A., Caracas.

Concours d'Elegance

SEPTEMBER
2-12—Paris Auto Show
21—Daniel Freeman Hospital. C d'E. Loyola Univ., Westchester. Info.: Dolores Montgomery, Ramo-Woolridge SCC, EX. 7-6315.
28—Huntington Sheraton Hotel. C d'E. Pasadena, SCCA, L.A. reg., for Florence Crittenton Home. Info.: STate 4-3117.
22—Nov. 1—London Auto Show.

NOVEMBER
5—16—Turn (Italy) Auto Show

DaCosta Back, May Land East Editorial Post

After 4 years in the Hawaiian Islands, Steve da Costa, former sports car editor of the late LA Daily News, is now back on the mainland and working for Motor Trend magazine as a writer. There is a strong possibility he will be leaving soon to represent that magazine in an editorial capacity back east.

Steve was a vital force in helping popularize sports cars in Honolulu with his Sunday column, "Sports Car Showcase," in the Advertiser, one of the city's 2 daily newspapers.

His return came as a surprise to his many Southland friends.

SUBSCRIPTION ORDER

MOTORACING—1 YR. $3.00 – 3 YRS. $8.00

CLIP THIS COUPON—ATTACH REMITTANCE AND MAIL TO
MOTORACING, P. O. Box 1127
Culver City, Calif.

Name .....
Street .....
City .....Zone .....State .....

Air Mail $6—1 Yr. for U.S., Hawaii, Canada, Mexico
☐ New Subscription ☐ Renewal 9/19/58

SCCA Ban If You Go In Race Offering Mazuma

From John M. Bishop, secretary of the National Contest Board of SCCA: ". . . Regarding . . . the Riverside Races Oct. 11-12, the Contest Board will terminate the driving privileges of any member competing in any sports car race where remuneration is offered with the exception of the 6 or 8 FIA World Championship Sports Car events such as Le Mans, Sebring, etc., etc. This policy is very clear but remember that it does not affect the membership status of the person involved unless there has been some act of perjury or other misrepresentation."

Forbes-Robinson Sues Riverside Raceway

E. Forbes-Robinson, the well-known Australian driver, said last week he will sue Riverside Raceway and its operators and officers for $4000 which he said is due him for back wages during the time he was general manager prior to the course's opening in Sept., 1957.

Named in the suit, accordiing to Forbes-Robinson, will be Rudy Cleye, Steve Mason, West Coast Automotive Testing and Riverside Intl. Motor Raceway Assn.

RALLY BOOK

NEW YORK—Gene Hammond, San Anselmo, Calif., has just signed a contract with Exposition Press, New York, for early publication of his book, "The Sports Car Rally Handbook."

THANKS FROM JAY

I wish to extend my sincerest gratitude to you and the staff of Motoracing for the publishing of the photograph of my new store, and the editorial on my manager, Sunnie Baker, in your column "Vignettes" which appears in the July 25 to Aug. 1 issue of Motoracing.

Jay Charles Gensburg,
Hollywood, Calif.

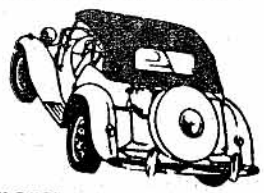
The oldest elephant in the herd is the wisest.

YOU NEED . . .

STEEN

STEEN LUBRICANTS
19 E. Valley Bl., Alhambra, Calif
CUmberland 3-8229

MG MITTEN – TOPS IN TOPS!



$29.95 Reg. $48.50

Here is your chance to replace your ragged or wornout top with one precision tailored from superb 3-ply topping (18-month written guarantee) at a price almost unbelievably low. Available for Healey, Jag., MG, TR, Volkswagen (sunroof, too) in a choice of colors . . . all just $29.95.

TAILORED-TO-FIT TONNEAU COVERS.....$18.95 (MGA)

100% waterproof and backed by a written 18-month guarantee, our tonneaus are cut from the finest lustrous weave fabric, have heavy duty brass zippers, are sewn with special weather treated thread. Porsch, TR,, MG, Healey & Corvette owners will recognize these as real values.

Write for free catalog with full descriptions or visit our showroom where a big selection of accessories is on display.

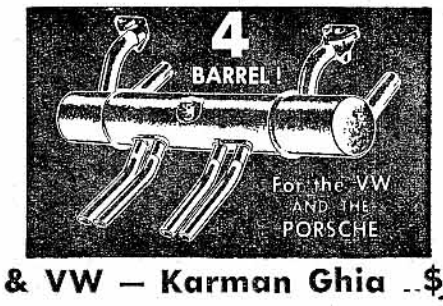
CHRISTMAS IS COMING:
It's not too early to think about gifts for friends. We stock hundreds of such items . . . come out and browse.

Marion Weber's
MG MITTEN, INC.
3044 N. San Gabriel Blvd.
S. San Gabriel CU. 3-1410
2 blks. So. of San Bernardino Frwy.

WHAT'S NEW?
the SPORTS AUTAVIA IS NEW!

17 JEWEL COMB. PANEL
Clock & Stopwatch
$95 Plus 10% Tax
• STOP WATCHES • HOLDERS
• COMPUTERS • CHRONOGRAPHS
FELDMAR WATCH CO.
8971 W. Pico Blvd., W. Los Angeles 35
CR. 1-7872 — BR. 2-1364
HDQ. FOR SPORTS CAR RALLYE EQUIP.

ABARTH MUFFLERS
For Your Sports Car



VW & VW — Karman Ghia ..$34.50
Porsche — all models $44.50
Renault Dauphine $27.50
Fiat 600 .....$19.95

Prices on Other Abarth Mufflers on Request

JACK McAFEE MOTORS
13323 VENTURA BLVD., SHERMAN OAKS
STate 9-6351 STate 9-3049

IT'S THE ★ GRAND ★ DRIV

RESTAURANT
FOR THE FINEST IN
Dinners and Cocktails
OPEN 4 P.M. DAILY
WE. 6-9583
8204 BEVERLY BLVD.

★ TRIUMPH TR3
★ ALFA ROMEO
★ MERCEDES BENZ
★ RENAULT
DRIVE ★ SIMCA
THEM ALL, ★ BORGWARD
COMPARE ★ ENGLISH FORD
AT ONE TIME ★ GOLIATH
★ DKW
★ HILLMAN MINX
IMMEDIATE DELIVERY

NICK PASTOR
3451 FIRESTONE
South Gate, California
LOraine 7-2161

San Francisco Newsletter

• Dear Gus

By Tom Wilson

BOTHWELL'S INTEREST WITH AMATEURS — NOT THE PROS!

DEAR GUS:

Recently the SCCA adopted a set of by-laws providing for formation of "areas" and each area will elect a governor who will represent his area on the National board of governors. I hope that this is clear, because I sometimes am slightly confused on this deal. It seems the West Coast area 10 election has developed into a "Big Campaign," as described by **Lindley Bothwell,** who is one of the candidates for area governor.

The San Francisco Region nominated its present regional executive, **Clark McCartney,** and another group nominated **Johnny Porter,** a member of both the LA and SF Regions. Soon after the nominations, Porter let it be known that he was strictly a boating man and would be pleased to endorse the nomination of McCartney.

Caught in Middle

A form letter was circulated and "The Wheel," the bulletin of the SF Region, ran the item that Bothwell's name was listed on the committee that would stage the Riverside pro race Oct. 12. This is all a part of the "Big Campaign" described by Bothwell. Now, in all fairness to Bothwell, let us hear his side of the story and his explanation of how he got caught in the middle:

"True, my name did appear on the **initial** announcement of the race at Riverside . . . Since the race plans have been developing towards reality, and since there seemed to be so many 'touchy' people, I told **Paul Schissler,** early in August, that I could not act in any official capacity on the race committee, but that anything that I could do for him personally, I would do, and that is the way the situation stands. I have even withdrawn the use of my 'Old Crocks' for the Riverside Race."

Gus, I might add that Bothwell holds one of the old-time AAA racing drivers' licenses and, of course, had it renewed when USAC took over that deal. That explains his tie-in with USAC. He really got caught in the middle by trying to help a friend and, of course, they soon made political capital of the whole issue. And WILSON was right in there pitching, we might add.

As further evidence of his interest in the amateur side of the sport, Bothwell has scheduled 6 races for the LA Region for next year so that his members would know that, if they remained amateurs, they would have plenty of racing. This all adds up to the fact that Bothwell is surely not playing both ends towards the middle but the initial reaction was not favorable, when his name came out on the Riverside stationery. I never realized that these guys should be so hot for a job that holds so much grief but pays so well. You can take the paycheck and 10c and get a cup of coffee most anywhere. But don't forget the dime.

★

Big Names Where?

I see by the metropolitan press, 3 inches in fact, that the Lime Rock pro races were held but there were very few names mentioned that rang a bell. What happened to all the international drivers?

★

Big Headache?

Some of the rulings of the various contest boards of SCCA defy comprehension. The Racing Contest Board got itself into a big mess by honoring the FIA angle at Sebring. Now the Rally Board is asking for trouble by honoring the FIA angle (?) on this American International Rally. If the sponsors have no more experience than it is rumored, somebody is in for a big headache. Rally management is the most exacting technique necessary for any competition in the book. And the contestants can bitch louder and longer than any group of so-called sportsmen. Witness the Mexican rally and that New England deal a few years back. All of the contestants are infallible and the losers start moaning at the 1st check point. The winners always think that it was a wonderful rally. Keep out of it, Gus. Five will get you 10 that those promoters will wish they never heard the word "rally." That's one deal that's not for you, Gus.

Best regards, tom wilson

BROPHY SHOW OFF AIR

John Brophy's popular Sport Car World show on KCOP (13) the last two weeks, has been cancelled by the sponsors, Goliath of Glendale, with the Sept. 13 show the last. The sponsor did not feel that the show was reaching the potential Goliath-buying public, and other sponsors have so far failed to materialize.

PERSONALS ☆ About People in Racing and Rallying

BY GERI FLEMING

Cathi and Paul Cote and Lee and Al Baker are expecting an addition . . . Kay Harding due back from Europe . . . Marge and Jim Peterson vacationing in Colorado . . . Molly (Mrs. Ken) Miles home again from a sojourn in England . . . Sunnie Baker's Porsche Speedster took home its 1st concours trophy (2nd) at Santa Barbara . . . Many Happy Returns to Ann Bothwell, Marge Campbell and Jane Sullivan . . . Dusty Brandel is vp of the new Citizen-News SCC . . . Sis and Geo. Carey invited 85 to a post-race party at Montecito and found themselves entertaining 200.

Slim Barnard reports in The Examiner that Bob Burt has signed to handle Skoda, Czech car, at his LE dealership. Slim also writes there are 1326 new car dealers in the 11 SoCal counties and, according to estimates, 713 of them sell imported cars . . . The Roy Jackson-Moores (he's the English driver) have become parents of a boy . . . Gene Simon is recovering from a water skiing accident in Portland, where he is now in biz for himself. He reports there is a crying need for good foreign car mechanics there . . . Frank Rhode is in the same city—selling cars.

Aline Mosby, MG fanatic formerly with UP, may be coming home soon from Brussels, where she's been doing press and pubrel work . . . Grant and Lynn Cornelius have a benchracing room at their Imported Car Accessories spot in Glendale . . . His TV channel (KRCA-4) prefers to de-emphasize the racing activities of Bill Leyden, the Triple-R pilot.

Gloria (Dearborn) and Douglas Smith are now in Barstow after a brief honeymoor at Morro Bay . . . Marge and Charlie Tillitson entertaining almost daily in their No. Hwd. home—they have a pool . . . Betty (Mrs. Gordon) Crowder giving a detailed description of her recent European expedition complete with pictures. If you have the chance to see these colored slides, don' pass it by. . . . If you belong to SCCA, don't miss the Women's race at Del Mar, Sept. 21. It will be an inverted start. . . . Jan and Jim Troy residing in Sylmar . . . Bob Subkow's new bride will be in for a surprise "shower" when she comes to California early in Dec. . . . Emily Alan is now "peddling" MG Mitten's wares.

Bruce Kessler raced back east after leaving the hospital here, where he spent a brief time with a kidney ailment . . . Jack W. Minor announces the preview for the '59 Plymouth Sept. 22. Cocktails and big dinner at Rodger Young Aud. and then a musical, "Everybody's Viewing It" and the cars at Shrine Aud. . . . While he was traveling around the country recently, F. N. (Scotty) Scott of Scottops eyed price extremes at Falvey Motors, Detroit—a $1900 Sprite and a $31,000 Rolls-Royce with special body and in true mint condition. He also lamped a beauty of a Bugatti encased in cellophane! . . . Kermit Pollock, front man for that multi-billion $ mythical course that he and Rudy Cleye screamed about out in Ontario, is in Palm Springs. He's selling cars. . . . . I. W. (Steve) Stephenson, the flyer, driver and car fancier, was a brief Southland visitor en route to Pebble Beach for the weekend from Tulsa. He hopes to have a twin-cam MGA from Wacky Arnolt to race at Laguna Seca and Palm Springs. Incidentally, he's got a lien for $1000 against Temple Buell's 4.5 Maserati, assertedly now in Dallas.

"Sanitary facilities have also been given a thorough sprucing-up with "home-style johns" and additional facilities scattered about the course." —Elkhart Lake (Road America) press release.

"No press credentials will be issued to Gus Vignolle for the Riverside pro races Oct. 12 (adyt.). He will have to buy a regular ticket to get in." —Dr. Stefan G. Mason.

"When I return to Mexico City from Europe the 1st of Nov., I will give you a story that will be the biggest you have ever carried in MOTORACING."—Tony Parravano.

"The Cal Club is not asleep, and when their schedule is announced, it will be a pip." — E. Forbes-Robinson (on John Brophy's Sports Car World TV show).

"Ken Miles called the LA Region of SCCA a 'feeble and incompetent group, in an eastern paper. Sounds like they're trying to stir up the people, but they still have a long way to go to top our favorite paper, MOTORACING." — John Brophy (on above program).

"With von Neumann, Balchowsky Ginther vs. the pro boys in equal equipment, I look for the pros to wind up far out in front."—Sam Hanks.

COMPARATIVES

I drive fast, but skillfully.
You drive on the ragged edge.
He is a squirrel.

In the News

(Continued from Page 1)

gance Sunday, Sept. 28, sponsored by LA Reg. SCCA, features 85 of the most beautiful foreign and domestic automobiles ever to be assembled. Trophies will be presented at 4 p.m.

All proceeds (100%) will go to benefit the LA Florence Crittenton Home, oldest nationally-recognized charity in the U.S. Entries close Sept. 23. Info: Al Fleming, STate 4-3117.

SCCA AT DEL MAR

A 9-race non-spectator speed weekend is scheduled for the Del Mar Fairgrounds Sept. 20-21 by the LA Reg. of SCCA. Spectator admission to the 1.6-mile course will be by presentation of a valid 1958 LA Reg. SCCA membership card. Saturday will be devoted to practice, with racing on Sunday.

Bianca's Clean Girls.

Johnny Lail
IMPORTED CARS
Austin Healey — MG — Morris 1000 — Jaguar — Volvo — Renault — Peugeot — Borgward — Alfa Romeo — AH Sprite
AUTHORIZED FACTORY SALES and SERVICE
CItrus 4-4196 CHapman 5-3451
1260 SO. BRAND
Glendale, Calif.

UNIVERSAL MOTOR CARS
COMPLETE CUSTOM VOLKSWAGEN
PAINT JOB $69.95
2956 CRENSHAW BLVD. LOS ANGELES 16 • BODY WORK • RE. 2-0107

RRR SHORT-TRACK
PRO SPORTS CAR RACES
8 EVENTS . . . 40 LAP MAIN . . . 1/3-MI. TRACK
GARDENA STADIUM
SAT. NITE — SEPT. 27 — 8:15 P.M.
General Admission $2, Juniors 50c, Kids Free
Harbor Frwy. to Century, W. to Western, S. to 139th St.

THE AMERICAN INTERNATIONAL RALLY
NOVEMBER 4-5-6-7, 1958
$10,000 Purse Plus $2,500 Accessory Prize Money
USAC SANCTION—FULL INTERNATIONAL FIA EVENT—SCCA APPROVED
Starting Points: Los Angeles, San Francisco, Vancouver, B. C., Dallas, Mexico City, Detroit, New York, Miami.
For Entry Applications write or telephone
AMERICAN RALLY CLUB
125 E. LINDEN AVE., BURBANK, CALIF. THornwall 5-7441 or 5-7442

FUN IN THE SUN
MGA
$2340.00
HENRY S. PERREN
4242 CRENSHAW BLVD.
L.A. AX. 3-6156

PORSCHE OWNERS TRAVELLING IN EUROPE
When in Paris see us for all your service needs. We'll be more than happy to assist you with your other travel problems, too.
SONAUTO
Only Porsche Distributor in France
American Staff Phone: Passy 61-06
22, Rue Paul Valery, Paris
1 Minute from the Arc de Triomphe

MORETTI
750 SEDAN, $2200
1200 VELOCE COUPE, $4700
80 h.p., 175 k.p.h.
Both One-of-a-Kind MORETTIS Were Imported in the Fall of 1957 and Have Never Been Registered
Dealerships and Area Representations Available with the Two Moretti Show Cars as Demonstrators.
ALFA ROMEO GIULIETTA
1956 Coupe, 25,000 Miles, $2500
PRIVATE PARTY WHO MUST SELL TO CLEAR GARAGE FOR NEW IMPORTS
GEORGE CARY, JR.
1448 BENEDICT CANYON, BEVERLY HILLS
CRestview 1-5876

TEMPORARY HOME OF
WORLD RACING ENTERPRISES
A DIV OF H-R INC.
7918 SO. CHATFIELD AVE. WHITTIER, CALIF.
OXbow 8-1713
WE SELL AND MAINTAIN RACING CARS
Tuning and Engineering by Bill Rudd

WE ARE PLEASED TO ANNOUNCE OUR APPOINTMENT AS WESTERN AGENTS FOR:
BRISTOL PARTS
Wholesale and Retail
Through S. H. ARNOLT,
Sole U. S. Distributor for Bristol

Italy, Germany Grand Prix Reports by Manney

By HENRY N. MANNEY III
MOTORACING Staff Correspondent

CHIANTI CAPER

MONZA, Italy, Sept. 7—The Italian Grand Prix, run over the road circuit at Monza, illustrated once again that brute force availeth not against considered use of

MANNEY

that gray spongy, cauliflower-shaped, and obsolete device (since the retirement of J. M. Fangio) known as the brain. On spec before the race most of the journalisti pretty well thought that the running would be between Ferrari and Vanwall, as Cooper, Lotus, Maserati and BRM have not been terribly quick this season; more specifically between Moss and Hawthorn, who are engaged in a Driver's Championship.

Thoughtful types muttered things about Ferraris being quicker down the straights but shorter on brakes and experienced drivers but what about the Vanwall's yearlong curse of gearbox trouble? And Stirling had blown it up in 2 out of the last 3 . . . The fat flared up proper when S. Moss appeared with a bubble over the top of the Vanwall which made it look like B. Oldfield's Golden Submarine somewhat; further excitement was generated by 2 brand-new lightweight Maseratis entered by Temple Buell and to be driven by Gregory and Shelby.

As it happened Shelby was held to his Centro-Sud contract and had to drive one of Dei's neolithic Maseratis instead; the bubble, referred to by some as Vandervell's Pressure Cooker and by the Italians as Mosso al Sugo, was laid aside for a future date?

As you may have read via the wire service, Tony Brooks, that heady and sanitary driver, eased past the impetuous Hawthorn (after Moss had blown his gear box) 10 laps from the end to carry off the 2x4 ft. bundle of lire, partly at least helped by the fact that Mike fiended his clutch at the start . . or so the story goes. The flying dentist was the only one besides Mike not to make a pit stop although his tires were mighty thin at the end. Tony was down in 5th position at one time, trying to stave off the Vanwall overheating, but as the scorching day cooled gradually worked his way up. This in spite of the disc brakes (surprise!) on Hawthorn's Ferrari, which were originally Jag and fitted in England to Peter Collins' personal Ferrari roadster.

With Pete's unfortunate demise the Ferrari works, seeing a chance to have the cake without the formality of paying the Dunlop bakery, purchased the car and quick as you can say Jack-the-Bear the doity deed was done. Needless to say the English were livid.

Phil Hill, in his first proper GP ride, went by everybody at a great rate of knots from the 2nd row when the tricolor dropped and probably would have stayed there, such was his determination, for longer than 7 laps had not one of his tires thrown a thread.

Other people who have driven Ferraris like that on full tanks on such tires have had the same trouble. However he did make fastest lap, at 124.7 mph, catching up again and did finish 3rd. Inasmuch as he claims the car was practically uncontrollable when the tank got empty (and he didn't look it) it seems as if Ferrari has to find only 2 other drivers now. "Taffy" von Trips, who merrily ran up the back of Schell's BRM on the first lap at Lesmo, thus shunting the surprised Harry into the woods and starring himself in an impromptu high-trapeze act into a convenient bramble bush. The young German, who has more than pushed his luck with 5 bad crashes, can use the time while his knee heals to consider sticking to sports cars.

Others highlights were both Lotuses finishing for the first time within the memory of living man (Graham Hill 5, Cliff Allison 6), while Salvadori's Cooper confounded everybody (including Salvo) by finishing 4th. Gregory's Maserati properly belonged in that hole, after a truly stirring drive by the KC Stoneface in which he lay 2nd for a considerable time, but being only 4 days out of a hospital told on him and he handed over to Shelby. This angered the Italian entrant of Carroll's Car (which had retired after three slow laps) and he protested. The hassle will be decided finally by the FIA in 2 months. Guess who will get the shaft?

Everybody was talking about the prowess of the American drivers; an aid to wiping out the general hilarity caused by the visit of the vaunted Ruttman over here. If they manage to stay off their heads they should go far. Let's hope.

GROSSER PREIS

ADENAU, Germany, Aug. 3—The main attraction of going to a race at Germany's Nurburgring is not the scenery (mostly pine trees) or viewing ease (10 miles around up hill and down dale) or a good look at the cars (ZIP and they're past) or spectator amenities (practically no Alan-Annies) and certainly not to watch the rather lumplike locals setting new records in swilling beer, gobbling wurst of various lengths, and staring openmouthed at each other and incidentally, the cars.

Perhaps it is all the colored advertising banners and balloons strung around the pit-grandstand area, perhaps the "Achtung Achtung" and the millions of cops in Wermacht hats and gray-green uniforms, or perhaps it is the hope of seeing somebody get killed.

For serious students of the game it is because Nurburgring remains one of the very few courses left where driving skill really counts.

In spite of the 160 plus corners it is quite a fast course (race average this year 90.5 mph) and naturally enough requires a lot of learning; bombing over the top of a hill at 100mph does you no good unless you have some idea where the road goes on the other side. However mistakes are usually absorbed by one or another of the thick hedges which line the circuit; a feature much appreciated by visiting firemen who stream out onto the track after practice and take hot laps.

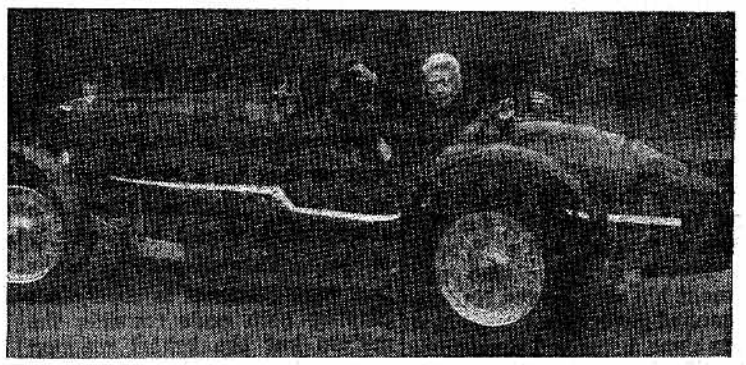
In practice the Vanwalls confounded the troops (including me) by getting the quickest practice times, thus showing that they have learned a lot suspensionwise since last year (indeed, the last race) while not necessarily being any faster. Looking at their performances since the Dutch GP, though, most thought that Moss would get out front and make the running for a few laps with the Ferraris close behind and Brooks behind them; Moss would then drop out and one or another of the Maranello cars would win.

Maseratis were not a factor at all as the redoubtable J. M. Fangio, whether because he was not offered enough starting geld or he thought that he had no chance of winning, did not show with the only fast one. Much to the relief of the younger stars who remember well how they were whomped last year. If it rained, the Coopers of Salvadori and Brabham would be hard to catch.

Well, as you already know from the AP wire, Moss did get out front for a few laps and then retired with alleged magneto trouble, leaving Ferrarists Hawthorn and Collins hippodroming it in front of Brooks. The only trouble was that Brooks, a very neat driver's driver, began catching the two Golden Boys and eventually insinuated himself between, in front of, and beside the two squat red cars with his green high-tailed Vanwall. The pace got pretty hot and more motoring was being done sideways than frontways, with the unfortunate result that Peter Collins left the road at Pflanzgarten and received head injuries from which he died that night in the hospital.

Hawthorn, who was right behind him, retired forthwith in sympathy for his great friend; Brooks, suddenly finding nobody in back of him, ran home the winner miles ahead of Salvadori (Cooper), Trintignant (Cooper), McLaren (Cooper 1500), Von Trips (Ferrari), Barth (Porsche 1500), and assorted other F2 runners including Phil Hill (Ferrari 1500) who slid off the road a couple of time but did finish.

The whole business is very sad, especially for Collins' wife but almost as keen for Enzo Ferrari, who has now lost two of his favorite boys and has to replace them. Not that he can in the literal sense, which makes it even sadder since he recently lost his own son, too. Any other course might not have given the same result, but Fangio overhauled the two Ferrari drivers last year from behind and they were positive it wasn't going to happen again.


ONE OF the fabulous supercharged 1100cc MG K-Magnette 2-seaters owned by Harry Crown. These cars, capable of over 120mph, were driven to repeated victories in the early 1930s by Nuvolari and Dick Seaman. Doris Crown is at the wheel.

PRO-AM PARTY

The Grand Prix Restaurant will hold a no-host cocktail party, Wed., Oct. 8, for the pro and amateur drivers and car owners, race officials and the press connected with the Oct. 12 USAC-CSCC races at Riverside. The cocktail party, from 5-8 p.m. will be by invitation only, with the general public welcome after this time.

Entries open for Mt. Rebecca Hill-Climb in Acapulco, Mex.

FISH WRAPPERS

More newspapers, 58 million, are purchased every day than the total number of major league baseball tickets bought in the past three years.

"Quick Service for Quick Cars"
DUNLOP DEALER

LO. 4-2471
"Lefty" JENKINS
TIRE RETREADING
4400 FIRESTONE BLVD.
SOUTH GATE
RETREADING FOR RACE OR STREET

Specialists in Service for Jaguar — MG & Austin-Healey
Now Specializing in LANCIA
OSSIE & REG
5406 W. WASHINGTON
(Corner Washington and Hauser)
LOS ANGELES 16, CALIFORNIA
WEbster 4-2665

RACING NUMBERS
Contact car numbers in red, white or black. Either 12-in. or 8½-in.
$4 per complete set (plus tax)
JAY'S SPORTS CAR ACCESSORIES
6055½ Melrose Ave.
Hollywood HO. 2-6905

SNELL FOUNDATION APPROVED FOR SCCA
Dealer Inquiries Invited
TOPTEX HELMETS
Also BELL 500TX
Robert Bosch Electrical Parts
DISTRIBUTOR
LEHR AUTO ELECTRIC
1114 - 21ST STREET
SACRAMENTO, CALIF.

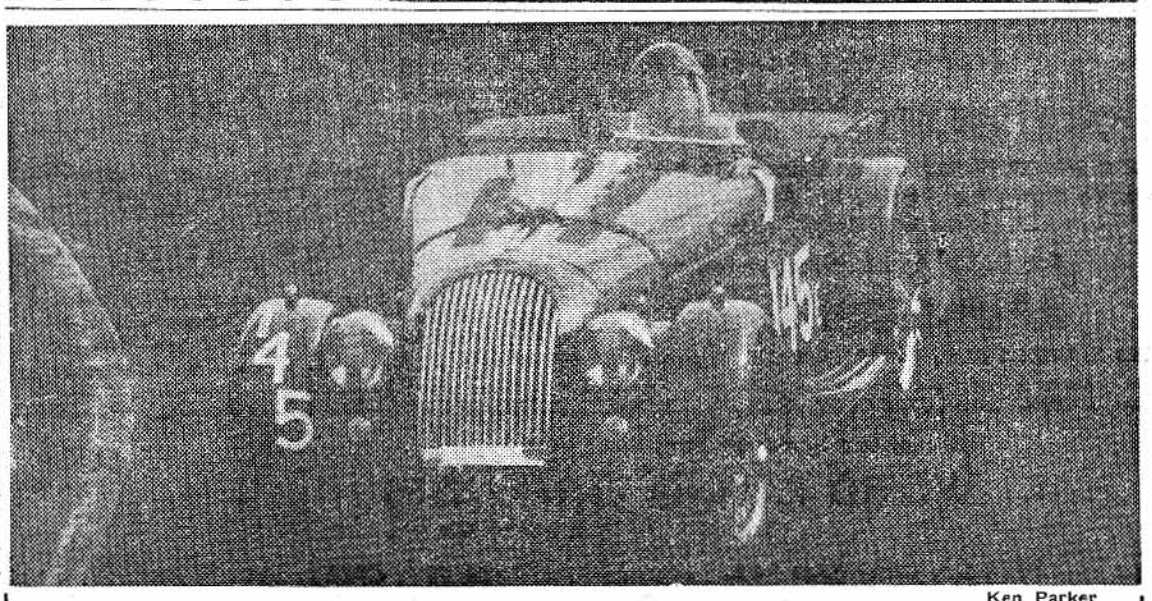
VALVOLINE

TRY OUR NEW
"JET FLITE"
VALVE OIL
FOR
ADDITIONAL POWER
VALVOLINE the World's First Motor Oil

PORSCHE
L.A.'s BIG SELECTION
COMPLETE PARTS AND SERVICE
GENE KLEIN MOTORS
5511 Van Nuys Blvd., Van Nuys
STanley 3-1776 STate 6-1314

CHUCK PORTER'S SPORTS CAR CENTER
COMPLETE SERVICE ON ALL SPORTS CARS
LATEST FRONT END ALIGNMENT EQUIPMENT FOR ALL CARS — COMPLETE FRAME SHOP — WHEEL BALANCING
1768 CAHUNEGA, HOLLYWOOD HO. 5-6224

CONTINENTAL CAR IMPORTS
RENAULT - TRIUMPH - BORGWARD - PEUGEOT
COMPLETE SERVICE FOR ALL IMPORTED CARS
8750 Washington Blvd. TE. 0-1182 Culver City


Ken Parker

COBB MTN. HILL CLIMB—SEPT. 13, 14, 1958
We Are Proud to Announce That Lew Spencer, in a Morgan Plus Four, was 1st Overall (Production and Modified) on Saturday and 4th Overall (2nd in Production) on Sunday. Morgans took 1st, 2nd, 3rd and 4th in Class E Both Days.
Worldwide Import, Inc., 1968 So. Sepulveda, L.A. 25, Calif. GR. 7-6739

PRETTY LEE LORING, shown with Dan Gurney, the ace driver from Riverside, will rule as queen of the 1st annual Grand Prix Ball to be staged Saturday night, Sept. 27, at American Legion Hall, 4910 E. Olympic Blvd., L. A. Net proceeds go to American Legion Child Welfare Program, according to Montebello Sports Car Club. The 2-liter V12 Ferrari here is owned by Frank Arciero. Gurney will drive Frank's 4.9 Ferrari Oct. 12 at Riverside Raceway.
Luis Nunez

Bruce Kessler Lends a Hand

Touring Girls Find Fun Everywhere

(Editor's Note — This is the 4th and last article of a series summarizing the impressions of 2 PAA stewardesses during a recent 1-month whirlwind tour of Europe in a sports car.)

By LEE CARRILLO

At sunset, we met a few of the race drivers in the garden bar of the Hotel Metropole. Bruce Kessler, the young American driver, seemed a little homesick for a hamburger, but he was going back to Italy for another race. Stirling Moss, wrinkling his sunburned nose, explained modestly how well some of the other drivers had done that day and thoroughly charmed all the women. Retired driver Piero Taruffi, better known as the "Silver Fox," was just as humble.

"My wife has been after me for years to stop racing," he explained in a faint Italian accent. "She worries, but I would always tell her 'Wait until I win the Mille Miglia.' Now, I have no excuse," he smiled.

The Real Life

I looked from these faces to the fabulous Monte Carlo Casino across the square. In the harbor below, Aristotle Onassis, owner of the casino, had moored his outsized white yacht. It was too much. Mrs. Gordon Haag, a housewife from Calabasas, Calif., summed it up. She leaned over and whispered urgently to her husband, "You know, after this I'm never going to be able to go back to scrubbing floors!"

When we got to Italy, Sam Niede of San Francisco met a colony of race drivers and, through Kessler's connections, got us into the Ferrari factory. George Edmokov was there—incognito. After their tour of the factory, Edmokov — grinning a bit sheepishly—bought a Ferarri. At home he is better known as the Founder of the NY Jaguar Owners Assn.!

Switching Was Fun

We were unencumbered by speed limits on the open highways. Driving on the left in England, then switching to the right side of the road on the continent was fun. So was remembering not to use the horn in Paris, but laying on it all the way through Spain and Italy—not only as a precaution, but also because it is considered polite!

THE END

PSCC SLALOM

The Pacific SCC is holding its Slalom of the Pacific II Sunday, Sept. 28, at Long Beach Vets' Memorial Stadium, Clark Ave. & Carson St. Trophies will be given for 8 classes. Seat belts are required. Info: Dick Zeylmaker, FRontier 6-4589.

WILLIAMSON MOTORS
Authorized Sales and Service
MG-A • AUSTIN-HEALEY
3153 W. Pico, Los Angeles 19, Calif.
REpublic 2-8126

Exclusive Distributors
JUDSON SUPERCHARGERS
For MGA, VW, VW Karman Ghia, Dauphine
KONI FULLY ADJUSTABLE SHOCK ABSORBERS
For all sports cars including T-Birds and Corvettes
Dealers Wanted
BILL COREY ENGINEERED ACCESSORY SALES
POplar 6-1015
11478 BURBANK BLVD.
NO. HOLLYWOOD, CALIF.

PORSCHE TUNING FOR COMPETITION AND STREET
ERHARD'S SERVICE
ERHARD ZEDELMAYER
10429 W. WASHINGTON BLVD.
CULVER CITY VE. 8-7531

FIAT ALFA-ROMEO Sales & Service
Valley's Largest
All-Italian Service Department
Ken Miles, Sales Manager
UNIVERSAL AUTO, NO. HOLLYWOOD
STanley 7-3187 POplar 6-7153
4100 LANKERSHIM at Cahuenga

THIS IS YOUR MARKET PLACE — CLASSIFIED ADS — BUY, SELL, SWAP, HIRE HERE

SPORT CARS

Lotus LeMans, series 2

New at Sebring this year. 4.2 rear axle. MG-A close ratio gear box. 1500cc engine, new paint, etc. Everything just overhauled. Include trailer. Will deliver on West Coast. Firm price, $6450.00 cash or trade. Will finance. OAC.

P. J. Pigott
British Car Co., 320 Lottie, Bellinghamm, Washington

MG SPECIAL. 2 races on engine roll bar etc., $900. Trailer $150. Also many good TD, TF parts. Ty Teague, 2908 Strand, Manhattan Beach, Calif. FR. 2-5285.

CLASS H
Devin Panhard
Ex-Burgraff. Consistent winner, Top Condition. Beautifully finished red & white. Extra 850 sleeves and spares. $2500. Devin Enterprizes, 9800 E. Rush, El Monte, GI. 4-6575.

1957 TESTA ROSSA
3 litre, 275 hp. This car is clean and beautiful, is an overall winner. A. D. Logan, DI. 3-0088, Tulsa, Okla.

1955 AUSTIN HEALEY ROADSTER. Completely rebuilt, paint and tires new. Call . . .
WEST COAST RACING
CU. 3-4730
9605 Klingerman, El Monte

COOPER CLIMAX 1100cc

Engine completely rebuilt for this season. Valve job before Palm Springs. Two trophies out of last three races. Engine balanced, cammed and high compression. All engine work by John Crosthwaite. Includes some tires, extra rear end ratio, trailer, a few spares. $3150 firm.

JOHN BIEHL
Box 721, La Jolla, California
GLencourt 4-4461

AUSTIN HEALEY
100-S. A-1 cond. completely rebuilt for racing. Rollbar, head rest, trailer and spares. Complete new paint job. Priced to sell.

CLASS G RACE CAR
Aluminum body rear engine Harley-Davison on Fiat frame. Two engines, spare parts and trailer. Weighs 700 lbs. Roll bar. Late offer $695.

EMpire 3-5081
THE AUTO WORKS
17454 Chatsworth Street
Granada Hills, California

PORSCHE
Spyder 550/1500 RS

A Black Beauty absolutely perfect. Raced 11 times, 8 firsts, 3 first Overall. Spares include Pedigree. $800.00 trailer, high ratio Ring & pinion, top, tonneau cover, full width windscreen, racing jack, tuned exhaust, 4 new competition "P" tires, plus many carb & ignition parts. Priced under current market. Ralph J. Bowyer, 1542 E. 3010 South, Salt Lake City, Utah. Phone Ingersoll 7-8822.

'58 AC BRISTOLS
STAGE II
Just received two units. One a metallic Sapphire Blue with white leather. One metallic charcoal with Burgundy Red leather.
Call for Jack Rowe
Precision Motors, Inc.
Tucson, Ariz. MAin 4-2325

Ferrari
BERLINETTA
Delivered April 1958. $12,800 Cash—No trades. Available immediately. Call Russell Cowles, Albuquerque, New Mexico: Weekdays, CHapel 7-1711, Ext. 2867; Nights and weekends: ALpine 5-5706; or write: 1709 Ridgecrest Drive SE, Albuquerque, New Mexico.

SPORT CARS

AUSTIN A-90 Convertible. Red with Tan Leather Seats. License LHK 952. Price $250.00. N. Stratton, 10412 McBroom Str., Sunland, Calif. FL 3-3509.

FERRARI GRAN TURISMO 1954 2.7, V-12 Vignale Coupe. New custom interior, new paint job, set-up for touring. First U.S. license 1957. Never raced or wrecked, photos and details on request. Larry Stubbs, 2224 David Dr., Fort Worth 11, Tex.

1957 AC BRISTOL
Radio, heater, racing screen, oil cooler, bumpers, dual petrol pumps, oil temp. gauge, driving lamps, disc brakes. 15,000 miles, very good. Owner in Europe: car in N. Y. Box 24R 134, 4041 Marlton Ave., Los Angeles 8, Calif.

DAUPHINE RENAULT, 5-speed gearbox, 1063 cyl., head & clutch, racing pistons, carb. 35. Special manifold, new engine. Best offer. Richard, OL. 2 3194 L.A.) or Box 24R135, 4041 Marlton Ave., L.A. 8.

ANTIQUE, CLASSIC

We Have Several Vintage Cars
in Good Condition
1922 Horch $2500
1924 Cad. $2600
1936 Auburn $1800
(Make Offer)
WEST COAST RACING
9605 Klingerman, El Monte
CU. 3-4730

PARTS, ACCESSORIES

S. H. Arnolt Inc.
U.S. Distributor for
BRISTOL PARTS
Announces
WORLD RACING ENTERPRISES
A DIV OF H-R INC.
Western Agents for
BRISTOL PARTS
Wholesale - Retail
See our display ad for address

PARTS, ACCESSORIES

TRADE: PORSCHE 1500N ENGINE with or without super equipment for 1300 engine. R. Rinebold, 405 Prospect Ave., Manhattan Beach, Calif. FR. 0-9704.

'56 AUSTIN HEALEY ENGINE & 4 SPEED GEAR BOX
COMPLETE—with overdrive, carbs., ign., gen., etc. Ready to run. Dave, CHapman 5-2843, 12035 East Trail, San Fernando.

RACE CARS

FORMULA III
MARK XI
WEST COAST RACING
9605 Klingerman, El Monte
CU. 3-4730

COOPER NORTON
Condition Excellent
WEST COAST RACING
9605 Klingerman, El Monte
CU. 3-4730

WHEELS & TIRES

FIRESTONE SUPER SPORTS RACING TIRES
590 and 550, 15's
500x16 Pirelli, Etc.
Ben or Dale. BR. 2-3085 (L.A.)

BOOKS, MAGAZINES

MOTORBOOKS Automobile Engineering, Motoracing, Owners Handbooks, Factory Shop Manuals; catalog 25c Vivian Gray, the Motorist's Bookseller, Hurstpierpoint, Sussex, England.

FUELS

GET THE FUEL FACTS by getting on the mailing list of the FRANCISCO LABORATORIES, World's Most Renowned Authority on compression rated and acclimatized fuels, additives. Originator of Nitrated Fuels and degummed Treated Castor Oils processed for engine lubrication.
25c Service for One Year
FRANCISCO LABORATORIES
3015 Glendale Blvd.,
Los Angeles 39, Calif.
NO. 4-0602 - NO. 5-8676

FOR SALE—EQUIPMENT

KURTIS CHASSIS-ALUMINUM BODY. Complete except for engine. Spot brakes, C-Jag. box, A whole pile of new extras. $3600.00. G. M. O'Keiff, 3614 Glen Arbor, Houston 25, Texas. MO. 5-7918.

UNFINISHED SPECIAL
Double rail, tubular frame, fibre glass body, modified Crosley running gear. Engine V-8-60. Approx. 860 lbs. Unfinished $350. Built to FIA specs, basically class H depending on your engine. Call POplar 6-8974, N. Hollywood.

CORVETTE TOP
New '58. White nylon. F. Wilson, 14923 Wyandotte St., Van Nuys. Evening phone: ST. 0-0165; Day phone: PO. 5-1010, Ext. 500.

MISCELLANEOUS

SEPT. 21—Studio City Kiwanis Slalom 11, Repub. Studio Pkg. Lot, 4000 Radford, 9 a.m. to sundown. 2 runs, $2. Trophies all classes. Gaynor Peet, PO. 3-5191 days, PO. 1-4951 eves. or SCIC. ST. 7-7991.

FLAME PROOF
driving suits with "OFFICIAL FLAMEPROOF CHEMICAL's" No. 55. Order Now! Be Safe! $1.50 plus tax.
JACK McAFEE
13323 Ventura Bl. Sherman Oaks
ST 9-3049 or ST 9-6351

SERVICES

EXPERT PORSCHE & VW SERVICE
(Al Cadrobbi, Porsche expert)
Michelmore Motors
6957 Reseda Blvd.
Reseda, Calif.
DIckens 4-7187

Experts Any Type Foreign Car Service!
Our well equipt and fully staffed shop at your service. Be your own mechanic, rent our dyno with or without operator. Stalls available on lease. Will pick up and deliver with in 100 mile radius. For more info . . .
Call Bill Love . . . CU. 3-4730
WEST COAST RACING
9605 Klingerman, El Monte

HOW TO USE MOTORACING CLASSIFIED AD PAGE

BY PHONE: In Los Angeles call AXminster 2-0287. (This is the number for the Classified Dept. only). Ask for JOYCE BARNARD.
IN PERSON: Come to 4041 Marlton Ave. in the Crenshaw Shopping Center, next to Barker's. (This address is for the Classified Dept. only).
BY MAIL: Send your ad to: Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, Calif.

• RATES •

75c PER LINE, one time.
MINIMUM: 5 lines.
CONTRACTS: Apply for rates.
BOX. NO.: Add 50c.
RE-RUNS: 2nd and 3rd times, less 10% each; 4th and thereafter, less 15% each. Same copy.
HEADLINES, ETC.: Large headlines, box borders and 2-column ads available at modest charge.
"POSITIONS WANTED": Less 15%, payable in advance.
AGENCY COMMISSION: 15% commission payable to accredited advertising agencies.

MOTORACING WRITE YOUR OWN WANT AD

(Read instructions and Rates on this Page)

SIGNATURE.....Phone No.....
NAME .....
ADDRESS .....
CITY .....ZONE.....STATE.....
Do you want a blind box number? ☐ Estimated payment enclosed ☐
Please Bill me ☐ Run for.....Issues.
Do you want us to dress up your Want Ad with larger headlines, white space, borders, etc.?.....If so, indicate about how much space you wish us to use.....

MAIL THIS COUPON TO: CLASSIFIED DEPARTMENT
MOTORACING, 4041 MARLTON AVE., LOS ANGELES 8, CALIF. AXminster 2-0287

MOTORACING
3862 Westwood Blvd.
Culver City, Calif.

Entered as Second Class Matter
at Culver City, Calif.

TIME VALUE–NEWS

1958 West Coast Sports Car Racing Summary To Date

	(OVER—1500CC MODIFIED)			(UNDER—1500CC MODIFIED)		
	1st	2nd	3rd	1st	2nd	3rd
POMONA	Ginther (Ferrari TR)	Oker (Aston Martin)	Von Neumann (Ferrari)	McAfee (Porsche RS)	Miles (Porsche RS)	Oker (Maserati)
PHOENIX	Ginther (Ferrari TR)	Jones (Ferrari TR)	Gurney (Ferrari GT)	McAfee (Porsche RS)	Burns (Porsche RS)	Monise (Lotus Mk. XI)
STOCKTON	Armanine (AH Chev.)	Marston (AH Spl.)	Williams (Allard J2X)	Beagle (Porsche RS)	Lehr (Porsche 550)	Lewis (MG Spel.)
PALM SPRINGS	Gurney (Ferrari 4.9)	Shelby (Ferrari 4.9)	Oker (Aston Martin)	McAfee (Porsche RS)	Reventlow (Cooper Climax)	Playan (Porsche RS)
TRACY	Weiss (Ferrari TR)	Howard (Maserati)	Carveth (Aston Martin)	McAfee (Porsche RS)	Beagle (Porsche RS)	West (Porsche 550)
HAWAII	Von Neumann (Ferrari TR)	Pflueger (Fury Spl.)	Ginther (Ferrari TR)	Oker (Willment)	Ginther (Cooper Climax)	Wojciechowski (Lotus Mk. XI)
SANTA BARBARA	Reventlow (Scarab Chev.)	Balchowsky (Buick Spl.)	Ginther (Ferrari TR)	McAfee (Porsche RS)	Miles (Porsche RS)	Playan (Porsche RS)
LAGUNA SECA	Ginther (Ferrari TR)	McAfee (Cooper-Porsche)	Reventlow (Maserati)	McAfee (Porsche RS)	Stevenson (Porsche 550)	West (Porsche 550)
RIVERSIDE	Oker (Aston Martin)	Ginther (Ferrari TR)	Von Neumann (Ferrari TR)	McAfee (Porsche RS)	Miles (Porsche RS)	Schroeder (Lotus MK. XI)
VACA VALLEY	Von Neumann (Ferrari TR)	Weiss (Ferrari TR)	Glyer (Ferrari TR)	McAfee (Porsche RS)	Beagle (Porsche RS)	West (Porsche 550)
MINDEN GARDNER-VILLE	Reventlow (Scarab Chev.)	Von Neumann (Ferrari TR)	Ginther (Ferrari TR)	Beagle (Porsche RS)	Lehr (Porsche 550)	West (Porsche 550)
SEAFAIR	Carstens (Lister Chev.)	Becker (Ferrari TR)	Ormsbee (HWM-Corvette)	Pigott (Lotus Mk. XI)	Meehan (Cooper Porsche)	Lovely (Lotus MK XI)
SANTA BARBARA	Balchowsky (Buick Spl.)	Ginther (Ferrari TR)	Von Neumann (Ferrari TR)	McAfee (Porsche RS)	Drake (Cooper Climax)	Playan (Porsche RS)

NOTE: Summary results are based on overall position in class, with cars running out-of-class disregarded. Many excellent showings by smaller cars in over 1500cc events are thus not shown, nor is Miles' win at Santa Barbara in a 1600cc Porsche RS Spyder, as this race was for under-2000cc cars rather than the usual 1500cc.

A manufacturers' point scoring for Pacific Coast races, using 3-2-1 points for these 1-2-3 overall positions in over-1500cc modified would give Ferrari 43, Aston Martin 7, Scarab Chevy 6, Balchowsky Buick Spl. 5, Austin-Healey 5, Maserati and Lister 3, Cooper Porsche and Fury Spl. 2, and Allard and HWM 1.

Under-1500cc modified scoring to date is Porsche 52, Cooper 8, Lotus 7, Willment 3, Maserati and MG 1.

Current 1958 World Drivers' Championship Standings

Position	Driver—Country—Car	Argentina	Monaco	Holland	Belgium	France	Gr. Britain	Germany	Portugal	Italy	Morocco	Total	Actual Best of 6
1	Mike Hawthorn, GB, Ferrari	4	1*	2	7*	9*	7*	—	7*	6		43	40
2	Stirling Moss, GB, Vanwell-Cooper	8	—	9*	—	6	—	1*	8	—		32	32
3	Tony Brooks, GB, Vanwell	—	—	—	8	—	—	8	—	8		24	24
4	Roy Salvadori, GB, Cooper	—	—	3	—	—	4	6	—	3		16	16
5	Peter Collins, GB, Ferrari**	—	4	—	—	2	8	—	—	—	—	14	14
5	Harry Schell, USA, BRM	1	2	6	2	—	2	—	1	—		14	14
6	Luigi Musso, Italy, Ferrari**	6	6	—	—	—	—	—	—	—	—	12	12
6	Maurice Trintingnant, France, Cooper	—	8	—	—	—	—	4	—	—		12	12
7	Stuart Lewis-Evans, GB, Vanwall	—	—	—	4	—	3	—	4	—		11	11
8	Wolfgang Von Trips, Germany, Ferrari	—	—	—	—	4	—	3	2	—		9	9
8	Jean Behra, France, BRM	2	—	4	—	—	—	—	3	—		9	9
9x	Juan Manuel. Fangio. Argentina, Maserati	4*	—	—	—	3	—	—	—	—		7	7
10	Cliff Allison, GB, Lotus	—	1	1	3	—	—	—	—	1		6	6
11	Phil Hill, USA, Ferrari	—	—	—	—	—	—	—	—	5*		5	5
11	Jack Brabham, GB, Cooper	—	3	—	—	1	1	—	—	—		5	5
12	Bruce McLaren, GB, Cooper	—	—	—	—	—	—	2	—	—		2	2
12	Graham Hill, GB, Lotus	—	—	—	—	—	—	—	—	2		2	2
13	Olivier Gendebien, Belgium, Ferrari	—	—	—	1	—	—	—	—	—		1	1
13	Edgar Barth, Germany, Porsche	—	—	—	—	—	—	1	—	—		1	1

1st—8 pts.; 2nd—6 pts.; 3rd—4 pts.; 4th—3 pts.; 5th—2 pts.; 6th—1 pt. Fastest lap—1 pt.

*—Fastest Lap. **—Deceased. X—J. M. Fangio in partial retirement. Best 6 performances count.